Amendments to the Specification

Please replace paragraphs **[0010]** and **[0011]** with the following rewritten paragraphs:

[0010] In the FR-type vehicle 1 equipped with the hybrid drive system 6, the output of the engine 5 is transmitted to the carrier CR1 of the power distribution planetary gear 9 via the damper 8 and the input shaft 12. In the planetary gear 9, the above engine output is distributed and transmitted from the sun gear S1 to the first motor (motor for control) 7, and from the ring gear R1 to the shaft 16 for traction. At this point, the first motor 7 is controlled for step-less adjustment ~~in the~~ of the output torque and rotation which ~~goes~~ is input to the output axis 16, and then ~~they are output.~~ output therefrom. Furthermore, in a case where a large torque is required at a time of starting or other cases, the second motor (motor for drive) 10 is driven, then the motor torque of the second motor 10 assists the torque of the output shaft 16 and is transmitted to the propeller shaft 21. The motor torque is then further transmitted to the rear wheels 25 via the differential device 22 and the left and right drive shafts 23l, 23r.

[0011] Note that the second motor 10 uses electrical energy generated ~~in the~~ by the first motor 7, and, additionally, when the generated energy is insufficient for the required energy, it uses battery energy ~~stored in~~ generated by the first motor 7 ~~which exclusively functions~~ when functioning as a ~~generator.~~ generator and stored in the battery. Furthermore, the second motor 10 functions as a regenerative generator when braking is applied.

Please replace paragraph **[0018]** with the following rewritten paragraph:

[0018] Further, in a power distribution planetary gear and a first electric motor, the speed of the output of the internal combustion engine is changed without speed steps and output to the output portion. Accordingly, it is possible to change the rotation speed of the output shaft while maintaining the internal combustion engine in an appropriate state. Thus, any insufficiency of drive force is compensated by the second electric motor alone.

Accordingly, it is possible to control the internal combustion engine with the best fuel consumption characteristics and the like by using a small device. At the same time, a hybrid drive system of a small size and having ~~a high~~ improved fuel consumption characteristics can be provided combined with a reduction in the size of the second electric motor.

Please replace paragraph **[0028]** with the following rewritten paragraph:

[0028] In the first aspect of the invention, the hybrid drive system may be structured such that the actuator is a hydraulic actuator, and the first brake, which is actuated by the hydraulic actuator arranged on the partition wall of the motor case, is structured so as to have a large torque capacity. Additionally, a hydraulic actuator may be arranged in the support portion of the extension housing and designed to have a double piston structure, and the second brake actuated by the hydraulic actuator is structured to have a small torque capacity as compared with the first brake. Therefore in the first aspect of the invention, if the first brake actuated by the hydraulic actuator compactly arranged has, for example, a large number of brake plates and a high torque capacity, a desired braking force can be secured even when a pressing force of the hydraulic actuator is small. On the other hand, ~~suppose that the~~ if a hydraulic actuator ~~which~~ is arranged in the extension housing with ~~a spare space is designed in~~ increased space, a double piston structure can be used to obtain a large pressing force. In ~~this~~ such a case, a desired braking force can be secured even if, for example, a small-sized second brake having a small number of brake plates is used. Consequently, a reasonable layout that is well-balanced can be provided and, particularly for an FR-type which tapers to the rear part, a reasonable layout can be provided for the transmission, so that compact structure is provided.

Please replace paragraph **[0042]** with the following rewritten paragraph:

[0042] FIG. 9 is a plan view showing an example in which the hybrid drive system according to an art related to the invention is incorporated in an FR ~~wheel.~~ vehicle.

Please replace paragraph **[0048]** with the following rewritten paragraph:

[0048] Note that as in the structure shown in FIG. 9, in FIG. 1 numeral 20 denotes a flexible connection, reference numeral 21 denotes a propeller shaft, and reference numeral 22 denotes a differential gear. The propeller ~~on shaft 20, and so,~~ shaft 21, and so on, are a power train for transmitting drive from the output shaft 16 to the drive wheels and constitute the output portion together with the output shaft 16. Further, the first motor (electric motor for control) 7 exclusively functions as a generator, and the amount of electric generation thereof is controlled such that the speed of the output from the internal combustion engine 5 is changed without speed steps at the power distribution planetary gear 9 for transmission to the output shaft 16. Further, the second motor (electric motor for drive) 10_1 functions as a drive motor mainly to assist the driving force of the vehicle, but also functions as a generator at a time of braking so as to regenerate a vehicle inertial force as electric energy.

Please replace paragraph **[0056]** with the following rewritten paragraph:

[0056] More specific descriptions will be provided with reference to FIG. 5. FIG. 5 is a driving force graph plotting vehicle speeds versus variations in driving force transmitted from the internal combustion engine 5 to the output shaft 16, and driving force transmitted to the output shaft 16 by the second electric motor 10_1 when the transmission 30_1 is in the low state or the high state (the driving force multiplied by the radius of the driving wheel is equal to the torque; driving force and torque are substantially the same in meaning). The first electric motor 7 controlling the internal combustion engine 5 and gear ratios of the power distribution planetary ~~gear 9 is~~ gear 9 are controlled such that line A of maximum driving forces transmitted from the internal combustion engine to the output shaft becomes approximately constant with respect to each vehicle speed (varied in a low speed range). Line B shows the maximum driving force which is output to the output shaft 16 by the second electric motor 10_1 when the transmission 30_1 is in a high state. Similarly, line C shows the

maximum driving force of the second electric motor 10_1 when it is in a low state. The resultant of the electric motor driving force line B in the high state and the internal combustion engine driving force line A is a high state driving force D (D_1, D_2). The resultant of the electric motor driving force line C in the low state and the internal combustion engine driving force line a is a low state driving force line E (E_1, E_2).

Please replace paragraph **[0078]** with the following rewritten paragraph:

[0078] A hydraulic actuator 52 for the second brake B2 is arranged in a rear part of the extension housing 36, namely, a part between the boss portion 36a and the case portion above for housing the transmission. The actuator has a recessed groove 53 formed in the housing and a double piston fitted into the recessed ~~groove~~ groove 53 in oil-tight manner. The double piston includes a first piston 55 arranged on a cylinder bottom portion formed by the bottom portion of the recessed groove 53, a reaction plate 56 having an end thereof which is in contact with the bottom portion, and a second piston 57 having the reaction plate which serves as the cylinder bottom portion and having an internal diameter portion which can contact with the first piston 55. Furthermore, a return spring 59 is provided in a contracted manner between a retainer (unnumbered), fixed to the boss portion 36a, and the second piston 57.

Please replace the Abstract with the attached amended Abstract.